

ment-operated program is no longer needed. The private sector can meet, and now will be able to compete to supply, the needs of all users.

The bill brings us closer to our goal of creating a Government that works better and costs less.

NOTE: H.R. 4168, approved October 9, was assigned Public Law No. 104-273.

### **Proclamation 6934—Leif Erikson Day, 1996**

*October 9, 1996*

*By the President of the United States of America*

#### **A Proclamation**

Leif Erikson Day commemorates the life and the voyages of the great Nordic explorer who first set foot on the fertile soil of North America about one thousand years ago. On this day, we also celebrate the close bonds of friendship between the people of the United States and the Nordic peoples, as well as the outstanding contributions that Nordic Americans have made to our country.

We have good cause to mark this day. The pioneering spirit that Leif Erikson and his followers demonstrated embodies the virtues of independence, self-determination, and initiative that are firmly rooted in our national consciousness today. As a vital transatlantic bridge between the continents of America and Europe, the Nordic countries of Iceland, Norway, Sweden, Denmark, and Finland have repeatedly shown a bedrock commitment to the democratic values that contributed greatly to the formation of our own national ideals.

Just as our forebears persevered through what sometimes seemed insurmountable odds to transform adversity into prosperity, we have continued to champion the cause of liberty and to reach out without reservation or hesitation to our neighbors and those in need around the world. The same heritage that enabled our ancestors to brave wars and uncharted frontiers—because they were convinced that they were working to create a better world—also emboldens us today in our cooperative effort to integrate the Baltic

states of Estonia, Latvia, and Lithuania into the Western community of nations.

Our immigrant ancestors survived unthinkable hardships to achieve economic, religious, and political freedom. Their dreams were big, but so was their willingness to work for them. The link they forged across the oceans is sustained today by a common commitment to freedom and the rule of law—ideals that have strong roots in the civic and legal traditions of Nordic countries dating back at least to medieval times.

In honor of Leif Erikson—son of Iceland, grandson of Norway—the Congress, by joint resolution approved on September 2, 1964 (Public Law 88-566), has authorized and requested the President to designate October 9 of each year as “Leif Erikson Day.”

**Now, Therefore, I, William J. Clinton,** President of the United States of America, do hereby proclaim October 9, 1996, as Leif Erikson Day. I encourage the people of the United States to observe this occasion with appropriate ceremonies and activities commemorating our rich Nordic-American heritage.

**In Witness Whereof,** I have hereunto set my hand this ninth day of October, in the year of our Lord nineteen hundred and ninety-six, and of the Independence of the United States of America the two hundred and twenty-first.

**William J. Clinton**

[Filed with the Office of the Federal Register, 8:45 a.m., October 11, 1996]

NOTE: This proclamation will be published in the *Federal Register* on October 15.

### **Statement on Signing the Federal Aviation Reauthorization Act of 1996**

*October 9, 1996*

I am pleased to sign into law today H.R. 3539, which will improve the security of air travel and carry forward our fight against terrorism.

After the TWA 800 disaster last summer, I asked Vice President Gore and a commission of experts to recommend improvements in our aviation security practices to protect against terrorist or criminal attacks. The Vice

President's Commission on Aviation Safety and Security delivered its recommendations to me on September 9—45 days after it began its deliberations—and this bill complements and builds upon those recommendations.

The bill, for instance, gives the Federal Aviation Administration new authority to require criminal history checks for airline security screeners. Airline passengers will benefit from safety provisions such as the new requirement for airlines to share information on pilot performance to help make better hiring decisions.

The bill also codifies and builds upon my recent decision to give the National Transportation Safety Board responsibility to serve as the primary contact and liaison for families who have lost loved ones in an air disaster. Now, the families will know exactly where to go and whom to speak to in the Federal Government if such a tragedy occurs.

In addition, the bill provides for continuing critically needed funding for airport development work in order to advance the safety, security, and capacity of our Nation's airports. Similarly, it authorizes appropriations for the FAA's operations; research, engineering, and development; and facilities and equipment programs through the end of fiscal 1998. This authorization comes upon the 50th anniversary of the Federal airport grant program.

Moreover, this bill also marks another historic occasion for aviation in America. Almost 4 years ago, my Administration set out to achieve the kinds of new authority, flexibility, and empowerment that the FAA needed to meet the increasing challenges posed by a dynamic air transportation industry. This year, working with the Congress, we achieved FAA personnel and acquisitions reform, helping to pave the way for faster, cheaper, and better air traffic control system modernization.

Nevertheless, we still needed to press for FAA financial reform. Congressional aviation leaders on both sides of the aisle have joined with us to help ensure that as we shrink the Federal Government and constrain the budget, the FAA can obtain the resources so necessary for its vital safety, security, airport development, and air traffic control

work. The National Civil Aviation Review Commission, established under H.R. 3539, will create the foundation for a careful analysis of what funding mechanisms will best address the needs of our air transportation system. This is a tremendous step towards a predictable, stable source of future funding for the FAA.

The bill's reform provisions also will help foster an improved FAA-aviation industry partnership through the establishment of a Management Advisory Council to advise the Administrator. They also complement the personnel and acquisitions reform that we achieved earlier by giving the FAA new tools to streamline day-to-day operations and by establishing new goals for speedier agency rulemaking actions.

I am very disappointed that the Congress included a controversial amendment of the Railway Labor Act in this legislation without the benefit of public debate or hearings. I have, however, signed H.R. 3539 into law because the sponsors of the amendment and the Committee of Conference have assured me that section 1223 merely restores the exact legal standards for coverage under the Railway Labor Act as they existed prior to the effective date of the ICC Termination Act of 1995. Neither the amendments to the Railway Labor Act, nor the fact that it has been amended, should be interpreted as affecting coverage under the Railway Labor Act.

The bill that I have signed into law contains many important aviation provisions. This achievement would not have been possible without a strong spirit of bipartisanship as well as a tremendous amount of work on the part of many. The new tools provided the FAA, along with the safety and security enhancements of this legislation, will benefit air travelers for years to come.

**William J. Clinton**

The White House,  
October 9, 1996.

NOTE: H.R. 3539, approved October 9, was assigned Public Law No. 104-264. This statement was released by the Office of the Press Secretary on October 10.

**Remarks in Knoxville, Tennessee**

*October 10, 1996*

Thank you. Thank you very much. Thank you so much for that wonderful reception. It's nice for me to be in Knoxville, sort of riding along on Al Gore's coattails. I enjoy being here. *[Laughter]*

I want to thank everyone who has been a part of the program today. Dr. Parker, thank you. And Mildred Buffler, thank you. And I want to thank our great Secretary of Education, Dick Riley, my former colleague when we were Governors together. And I think unquestionably history will record him as the most effective Secretary of Education our country has had to this point.

I thank the students who are behind us. I thank Dr. Clinard for her fine remarks and her fine work; Dr. Al Trivelpiece from the Oak Ridge labs is here. I thank you for being here, sir. I want to say a special word of thanks to Sumner Redstone and to Lynn Forester. Thank you, Lynn, and to all the other business leaders who have agreed to help us on this truly monumental but terribly important project.

I'm very, very glad to be here. The Vice President, last night I called to congratulate him on his debate, and I said that Mr. Kemp found out something that I found out a long time ago: It's just as well not to be on the other side of an argument with Al Gore. Although I did think it was rather ungracious of him to mention our annual bet on the Arkansas-Tennessee football game here in the backyard of the University of Tennessee. *[Laughter]*

Actually, we have a lot to be grateful to the University of Tennessee for. One of the most important members of our administration, Nancy-Ann Min, I believe was the first female president of the student body here. The band came out to the airport to play for us, which was a wonderful thing; it woke us both up this morning, got us off to a good start. *[Laughter]*

Anyway, we always come back around to this football game, you know. And the last few years have been pretty good for Tennessee and not so good for Arkansas, and so I figured that Al's hubris would get the better of him, and since we were in Knoxville I

could get more points on the game today. *[Laughter]* And I'm lobbying. So you're proud of your football team, aren't you? *[Applause]*

So what am I entitled to? Twenty-eight points on the spread? I mean, what do you think? *[Laughter]* We got to talking about Tennessee football players, and I pointed out that one of the greatest football players Tennessee ever produced still has ties here in Knoxville, is still playing very well, Reggie White of the Green Bay Packers. He's a good man. I visited Reggie and the Packers not very long ago, and they are truly impressive. But as good as Reggie is, last night it was Al Gore who sacked the quarterback. *[Laughter]*

Let me say to all of you that the Vice President and I have worked very closely together; we've been a good team. We've worked hard for 4 years to basically change not only the way the National Government works but the way our country is thinking about the future. We want everyone in America to have a vision of what America should be like in the 21st century.

And I ask all of you to think about it when you leave here and you go about your business today, just think about it: If you had to sit down in a paragraph, sort of say what you think your country ought to be like as we start a new century and a new millennium, in a time where we have radical, breathtaking changes in the nature of work and communications and how we relate to each other and the rest of the world, what would that vision be for you if you were writing it down? I encourage you to do it tonight when you get home. It would be a good exercise. Talk to your spouses, your kids, your parents about it. And think about what do you want for your country when we start this new century.

For me, it's this: I want us to take advantage of these changes so that the American dream will be alive and well for everyone who is willing to work for it. I want us to be a country that is coming together, respecting our diversity and clinging to our shared values instead of being torn apart by our differences, as so many countries all around the world are. Now, who would have thought 15 or 20 years ago at the height of the cold war